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A. S. WATSON & CO.,
LIMITED,
HONGKONG.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication by an evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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MARRIAGE.

FENWICK—ARTHUR—On 29th May, at the British Consulate, Amoy, by H.M. Consul (H. A. Little, Esquire), JOHN SEAR FENWICK, to Doris Violet ARTHUR, daughter of the late W. M. B. ARTHUR, of the Government Civil Service, Hongkong. [777]

HONGKONG OFFICE: 10A, DES VUEX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 2ND, 1914.

THE conversion of YUAN SHIH-KAI, step by step, from President of the Chinese Republic into an absolute Dictator has naturally given rise to much speculation as to how soon the country will definitely revert to the monarchical system of government, and, also, as to who will be the monarch. There are many who imagine that YUAN SHIH-KAI, having secured a practical dictatorship, will himself assume the purple and found a dynasty as other successful Chinese adventurers have done before him. But the best informed people do not share that belief. YUAN SHIH-KAI has more than once publicly proclaimed his intention to retain the Republic sign-board. He wants the power and not the title. Mr. J. O. P. BLAND, in an article in one of the London Reviews, foreshadows the restoration of the Manchus to the Throne. The road to re-establishment of the monarchy is evidently clear, he says. "From YUAN SHIH-KAI's present dictatorship to complete restoration of the old order can only be a

matter of time and opportunity. All recent events tend to justify the belief that the change will be gradually and peacefully accomplished, by steps conforming tactfully to national sentiment and precedent and by adherence to the policy which YUAN publicly proclaimed in 1911; that is to say, by retention of the existing Manchu dynasty with greatly restricted authority. It may be that, from the stepping-stone of an absolute dictatorship, supported by public opinion, YUAN SHIH-KAI may eventually be persuaded to follow the example of the founder of the Ming dynasty and establish in his own person a new Imperial line, but all the weight of classical tradition and his own proclaimed convictions would appear to point rather to the probability of a Regency, accompanied by the restoration of the Emperor HSIANG TUNG, under conditions greatly limiting the prerogatives and privileges of the Imperial Class and Banuermen." As Mr. BLAND observes, from the political point of view, the restoration of the Manchu line must undoubtedly present difficulties and dangers, but against them, he says, should be set certain compensating advantages. He asserts that the dangers of civil strife arising from collective opposition to Manchu rule are less immediate than the dangers of chaos and confusion which result from Young China's violent indiscipline and from its predisposition to treasons, stratagems, and crimes of assassination. Be that as it may, it is doubtful whether the nation would view the restoration of the Manchus to the Throne with equanimity. The restoration of the Mingos, if that were possible, might be so viewed, but Mr. BLAND, himself, in collaboration with his literary friend, Mr. BACKHOUSE, has shown in "Annals and Memoirs of the Court of Peking" that although the battler of the Taiping rebels was "Restore the Mingos," it is unlikely that any member of that house will ever be discovered. So long as YUAN SHIH-KAI lives, the question of reverting to the monarchical principle of government may not come up for decision, but when YUAN "ascends on high," to use the Chinese expression, it is doubtless a question which will force itself on the nation for consideration, especially as there is no one statesman in China who would prove generally acceptable as a successor of YUAN SHIH-KAI as President of the Republic, but we should be more disposed to think that the President's mantle will be worn by one of his sons, than by any descendant of the deposed Manchu house. The present position is that "Young China" is eclipsed, and Young China very largely realises its mistakes. In an interesting article in a new review called the Chinese Review, Mr. J. WONG-QUIN, B.A., the Editor, points out that Young China erred most seriously in the scanty heed she paid to the inherent conservatism and prejudices of the Chinese people. "Young China" constitute practically a small group who intellectually stand far apart from the crowd. "The foreign-educated student who returns to China from the West," he says, "discovers to his dismay that he can find no 'home'; there is no traditional system of morality, of education, of society, which he can call without qualification his own. He can unlearn all that he has so laboriously gained and slip back into the old order of things, but that order can never be the same to him, nor will he ever be regarded by Old China as one of themselves." Until that is changed, until the moral, educational and social systems have been revolutionised, a form of government borrowed from the United States will be a misfit—a manifest absurdity in China. The monarchical system—by whatever name it may be called—is the only one suiting the nation's present needs.

Our advertisement columns announce that Mr. Herbert Bent, of T. E. Griffith, Ltd., of Canton, ceases to have an interest in the firm from the 1st inst.

An Indian watchman at the Taikoo Dock was knocked down by motor-car No. 47 on the Shaikwan Road on Saturday night, and was sent to hospital suffering from a fracture of the left leg.

Sir Francis Piggoth, who is recovering from a very severe illness from asthma and bronchitis, is leaving for England to-morrow by the *Atsuta-maru*. Sir Francis expects to be away only three or four months.

An important step in the direction of a more complete Christian unity in China has been taken by the Federal Council of Presbyterian Churches in China at a conference at Tsinanfu. They voted unanimously in favour of organic union of the various Presbyterian bodies in China.

The *Gazette* contains a list of the Peak residences with their altered numbers, which changes have been made by the Assessor under the provisions of Ordinance No. 8 of 1901, Section 41.

Mr. R. Newman, of the Chinese Maritime Customs, a patient at the Government Civil Hospital, has complained to the West Point police that a ring which he had removed from his finger prior to washing was stolen.

From a Peking paper we take the following paragraph:—"We learn that Sir Ho Kai, C.M.G., of Hongkong, on his retirement from the Legislative Council, will conduct a Chinese as well as an English paper."

The master of a trading junk has informed the authorities that while his vessel was lying alongside the Praya wall the steam launch *Li Tau* ran into it, and created such damage that it sank. He estimates his loss at \$400.

The Manila Observatory yesterday morning reported a cyclone or typhoon E. of Aparri, less than 300 miles distant, moving N.N.W. A message received at 4.45 p.m. gave the position of the typhoon as N.E. of Aparri, moving N.N.W.

The *Gazette* announces that information has been received from H.B.M.'s Minister at Peking to the effect that the importation of Indian opium into the provinces of Chen (Chekiang?) and Honan will be prohibited, with effect from the 18th inst.

The Bishop of Victoria and family are leaving to-day by the *Tango Maru* for Japan. The Bishop expects to return to the Colony early in August. During his absence Archdeacon Barnett will act as his commissary and attend to any necessary Diocesan business.

Victoria Street seems to be the particular haunt of a Chinese bag-snatcher. Quite recently a man snatched a purse from a European lady in this street, and during the week-end another European lady, Mrs. Taylor, of Kennedy Road, was similarly victimised. The thief again got clear away.

The capital of the new company to which we referred yesterday—the Hongkong Central Estate Ltd.—is one million dollars divided into a thousand shares of \$1,000 each, fully paid. Five hundred of these shares go to the vendors and the other 500 to the public. These shares have been fully subscribed. The Company acquires Queen's Buildings, Prince's Buildings, the premises of the International Bank, at the corner of Queen's Road and Ice-house street, and the other property fronting on the east side of Ice-house street.

After close upon four years' service as General Officer Commanding the Straits Settlements, Major-General T. E. Stephenson, C.B., who arrived in Singapore in July, 1910, returns to England, with Mrs. Stephenson, on June 12th, travelling by the P. & O. steamer *Devanha* to Colombo and there transhipping to the *Malaja*. His successor in the Straits is Major-General R. N. R. Reade, C.B., who has seen considerable active service in Afghanistan, Ashanti, Nigeria and South Africa. He was due at Singapore by the P. & O. steamer *Della* last Friday.

A Father and half a dozen students of Siewawei College at Shanghai were injured last week by the explosion of some chemicals which were being prepared. Father Jacquot and four of the boys were thrown to the ground and blood was seen to be flowing freely. The two other boys had their hands and feet slightly burned. Dr. Pellet was called and the injured people were removed to the Ste. Marie hospital. One boy had his right leg broken and had his eyes injured. Dr. Fresson amputated Father Jacquot's hand. The Father is also liable to lose the sight of one eye, says the *Mercury*.

At the Magistracy yesterday Mrs. Parker, of Harper Villa, Robinson Road, prosecuted a Chinese, who was at one time in her service, for stealing various articles, including \$80 worth of Swatow drawn-thread work. Detective-Sergeant Pincoff, during the course of certain enquiries, went into the servants' quarters of an European house, and found the defendant there with an unemployed richa coolie. He also found various articles belonging to Mrs. Parker. The boy had previously been sentenced to three months' imprisonment for larceny, and yesterday the Magistrate ordered him to return to Victoria Gaol for a period of six weeks.

JAPANESE AND INDIAN COASTAL TRADE.

A £1,000 FINE

The Magistrate of Berhampore, Ganjam, has fined the Captain of the *Dasai Maru* rupees 15,820 for carrying 791 excess passengers.

THE SHIPPING CALAMITY.

"STORSTADT" ARRIVES AT MONTREAL.

CAPTAIN KENDALL'S "SPLENDID CONDUCT" AFTER THE ACCIDENT.

[THROUGH REUTER'S AGENCY.]

LONDON, June 1st.

Two hundred and ten bodies have been recovered. All accounts bear testimony to the splendid conduct of Captain Kendall after his ship was struck. He was on the bridge holding on to the rail with one hand and having a megaphone in the other. He dashed down the deck shouting "Release all available boats," and then returned to the bridge shouting: "Keep your heads," and "Stewards, arouse everybody; break down the doors if locked;" and, again, "Women and children first!"

Though soaked after his rescue he continued his unceasing exertions to save life, and finally broke down utterly exhausted.

Nothing has yet been heard from the *Storstadt* which is proceeding to Montreal.

QUEBEC, June 1st.

One hundred and eighty-eight of the dead have been brought here for identification.

The *Storstadt* (the collier which collided with the *Empress of Ireland*) has arrived at Montreal.

The Captain has been served with a writ claiming two million dollars (gold) on behalf of the Canadian Pacific Railway Company.

The Captain of the *Storstadt* refused to make a statement, but a sailor said the Captain was off duty at the time of the accident.

It appears that the *Storstadt* saved 350 people from the *Empress of Ireland*.

[It is extraordinary that three whole days should have elapsed without knowledge of the *Storstadt's* whereabouts. The disaster occurred in the early hours of Friday morning, and a telegram received by us that evening reported that the *Storstadt* had foundered. Yet, after rescuing some 350 people, six miles from the coast, she seems to have set her course up the river for Montreal, which has taken her three days in her crippled condition to reach. The sufferings of the rescued people, both mentally and physically, can be imagined. It is hardly likely that the *Storstadt* was in a position to provide food, clothing and accommodation for 350 people, and it is strange that no passing steamer equipped with wireless telegraphy was able to give earlier news of the whereabouts of the *Storstadt* with her human freight. Confirmation of the statement that the *Storstadt* "appears to have 350 people from the *Empress of Ireland*" will be eagerly awaited.]

THE KING'S BIRTHDAY.

There will be a military parade to-morrow morning at 7.30 on the Hongkong Cricket Club Ground in honour of the King's birthday.

	100 rank and file
Royal Navy	90
Royal Artillery	90
Royal Engineers	90
D.C.L.I.	134
H.K. Volunteers	50
H.K. Reserves	50
Cadet Co.	50
H.K.S.B. R.G.A.	50
8th Rajputs	60
25th Punjab	60
28th Punjab	60
40th Pathans	60

H.E. The Governor will be present. From 9.15 to 11.30 p.m. H.E. the Governor holds a reception at Government House.

THE INTERPORT SHOOT.

SINGAPORE WINE.

Singapore fired in the above on Saturday, May 23rd, says the *Singapore Free Press*, and the score can be regarded with a certain amount of satisfaction. Early in the day it looked as if conditions were to be very unfavourable. Heavy thunder clouds threatened possible rain and bad light, but eventually these cleared away and light clouds only veiling the sun gave a well diffused light over the range whilst there was practically no wind. Twelve shots were allowed, the best ten counting. Sgt. Maj. Moss 89 and the Bishop of Singapore 87 being the scores counted out. The most meritorious performance was undoubtedly Miss Kerr's 34 at 600 and had it not been for a bad shot at 200 she would have been very high in the list. There was no phenomenal score and some of the men shot rather below their best, but the general average was good. Major McVittie captained the team and Major Macpherson, Lt. Heath, 5th Light Infantry, and Sgt. Webb, were in the butts, whilst Capt. Mullins and Major Elliot acted as Range Officers. The following were the scores:—

	200 yds.	300 yds.	400 yds.	500 yds.	600 yds.	Total.
R. E. da Silva	31	34	32	33	38	
Lt. W. L. Kemp	33	33	32	32	38	
Sapper Flanagan	32	34	30	36		
Company Sergt. Major	31	32	32	35		
Chapier	31	35	29	35		
Gunner Neubronner	27	32	34	33		
Miss Kerr	32	34	31	33		
Sapper Potter	32	31	30	33		
Sergt. Tan Chow Kim	32	31	30	33		
Sergt. Tan Ong Siang	28	32	31	31		
Sapper Pash	29	29	32	30		
Total	302	328	314	342		

Singapore thus tied with Shanghai which also compiled 342; but Singapore won because their score at the 600 yards range is highest, being 314 against Shanghai's 208.

THE SEA-BATHING SEASON.

With the arrival of sultry evenings following the very hot days also come opportunities for sea bathing. For the convenience of those who are unable to join private launch parties, the special summer service of tram cars has commenced, and on and after the 6th inst. bathing tents will be erected at North Point by the Tramway Company. Arrangements have also been made for the provision of a refreshment booth on Saturday, the 6th inst. A military band will also perform at North Point. Further particulars as to the Tramway Company's summer programme will be found in our advertisement columns.

STANDARD OIL DRILLING OUTFITS GO TO INTERIOR.

600 MILES OVERLAND TRIP BY CARTS.

The *China Press* of Tuesday last says:—The development of the oil field of Shensi by the Standard Oil Company which has been delayed for some time during the investigations of geologists and the straggling out of some difficulties between the provincial authorities and Peking seems at length to be in a fair way toward its initiation. Mr. Chas. H. Blake, general manager of the Company, who has been in Peking and Tientsin, yesterday morning telegraphed for Mr. Stewart, who is at the head of the oil well drillers, to come at once to Tientsin, and it is understood that the others of the party will leave another of the party, Mr. Morgan, left yesterday.

The oil drilling outfits have been unloading for some time at Taku Bar and one Standard outfit has been reloaded upon the railroad which penetrates seventy-five miles into the interior. From the end of the railroad it will be necessary to tranship the heavy machinery by carts almost 600 miles around by the state road to Shensi province. Across the mountains the distance would be something over two hundred miles.

It is estimated that this pioneer excursion into the interior of China—a voyage of discovery significant in the history of the country—will proceed at the rate of 15 miles a day. Some of the pieces of the machinery weigh from two to three tons. There have been sent ahead a small army of coolie workers who are to set about putting the road into condition. When the party of Americans establish themselves there will be a relay mail service and the road kept open by a force of Chinese soldiers.

The other outfits, three Standard and two Rotary, will follow the first into the interior later.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

"EMPEROR OF RUSSIA" BREAKS RECORD.

LONDON, June 1st.

The *Empress of Russia* broke the Yokohama to Vancouver record by eight hours and twenty-nine minutes.

[“DER OSTASIATISCHER LLOYD” SERVICE.]

THE POSITION IN ALBANIA.

BERLIN, May 31st.

Herr v. Trotha, Court-Marshal of Albania, has arrived in Berlin. He declares that the Prince, in placing his family on the Italian warship yielded to the pressure of several envoys. It was against his own wish, and it cannot be said to have been flight. Herr v. Trotha requests military means, as the Prince's position would be untenable otherwise.

A CONSULAR APPOINTMENT.

BERLIN, May 31st.

Baron Ostman v. d. Leye, German Consul at Fiume, has been transferred to Cape Town as Consul-General.

FAKIR AT LIVADA.

BERLIN, May 31st.

Rasputin, the fakir, has arrived at Livadia.

THE ANDREE BALLOON REPORT.

BERLIN, May 31st.

No trace of Andree's balloon was found at Yakutsk.

FLOODS IN RUSSIA.

BERLIN, May 31st.

The river Irtysh has inundated 89 villages in the district of Tabalsk.

OBITUARY.

BERLIN, May 31st.

The President of the province of Posen, Schwartzkopff, died from heart failure while out hunting.

MEDIÆVAL CHINA.

ARRANGEMENT FOR THREE DAYS' LOOTING.

TROOPS' "AMUSEMENT."

The mediæval methods of Chinese soldiery are described in a White Paper, giving correspondence on affairs in China, says a London contemporary. The document deals chiefly with the efforts of Yuan Shih-kai to establish a Republic on a settled basis, and the revolt against his authority of the Huang-Hsing faction, which was finally overcome by the capture of Nanking on September 1st.

Mr. B. Alston (Chargé d'Affaires at Peking) explains on September 12th: "General Chang Hsun had previously declared that he would permit no pillage or outrages of any kind to occur after his entrance into the city. The General, however, discreetly remained outside for three days, during which time his troops were allowed uncontrolled licence. After establishing himself in Nanking on September 4th, Chang Hsun went through the formality of posting up stringent orders and of decapitating a few of the looters who were caught red-handed, but by that time there was nothing left to loot."

Mr. Alston encloses a despatch from Consul Gours at Nanking, in which that official states that the condition of affairs had been truly appalling and "thoroughly in accordance with traditions of Chinese mediæval warfare. Vanton murder, looting, and incendiarism have been the unchecked amusements of the victorious soldiery."

"The three days' licence to the soldiery has clearly been by pre-arrangement. Up to last night hell unrestrained has reigned in the city." He adds: "The rebel leaders have escaped; the rebel soldiers who have surrendered have been paid off and released; the whole penalty of the rebellion has fallen upon the luckless inhabitants and merchants."

Discussing the position subsequent to the rebellion, Mr. Alston states that young Chinamen who have enjoyed the benefits of a superficial foreign education are as strongly opposed to the arbitrary régime of Yuan Shih-kai as they were to that of the Manchu Empire.

CHINA NAVIGATION COMPANY'S NEW STEAMER.

A vessel which has many new and interesting features has recently been put on the Yangtze trade by the China Navigation Company. The agents for whom it is Butterfield & Swire. The ship is the *Wuchang*, and among the many features which are new to this class of vessel, one of the most prominent is the drain scuppers on the decks, from the winches which are cut right down to the steel deck, thus making a channelway for the water to run off. In the foreholds and tween-decks, which are reserved exclusively for cargo, permanent cargo lights have been installed, and have already helped very materially in the taking in and discharging of cargo. The officers' quarters are particularly comfortable, and the accommodation for Chinese passengers has been the subject of close attention.

RANDOM REFLECTIONS.

During one of the "stewy" days of last week, when to flicker the eyelids produced bubbles all over the body, I read the following description of Hong-kong's climatic allurements with confused feelings:

Of course what suits one person may not suit another, but with the exception of one or two ladies (imagination has a great influence on women and health as on other things), I have met no one who does not praise the climate; it is said to be more suitable for consumptives than even Madeira. I prefer it to any part of this country (England). The summer is long, but seldom very hot.

That shady reference to ladies does not concern me, but when I read that Hong-kong was preferred to any part of England I shuddered. Imagine an ideal English summer day, yourself one of a boating party gliding lazily along one of the charming reaches of the Thames, the chirruping of birds, and the general gaiety of other river parties. And then look at your own condition just because you had taken heed of the warning regarding the wastage of legs and had crawled from office to home.

The glamour (?) of life in Hongkong seems to have suffered seriously because of the silence of our one-time mutual friend, the tiger. Where can he have gone now, I wonder? Over a week has passed and not a sign or sound of him. Personally I am of the opinion that Stripes possesses heaps of savvy. He came here and enjoyed the best of the weather, had heaps of sport with would-be big-game hunters, and now that the sticky season has arrived he seeks a more ambrosial climate. Oh, happy tiger! Probably he has taken it into his handsome head to journey to Japan, with all the lucky humans who can do likewise. It does seem a pity, however, that this one bit of excitement in the monotony of life in the Colony should cease. I am well aware that residents on the higher altitudes of the Peak are feeling much more relieved, and that they can now take their walks in the evening with their hair revealing not the slightest propensity for the perpendicular when "anything moved." Perhaps it is as well, if only for the sake of the hair, that the tiger season has come to an end.

"We may possess social amenities which Hongkong does not," writes a Kowloon resident, "but we have to put up with a lot of things which we could very well do without, and the absence of which would make life even more plausible. They are not of much magnitude, but as you are very well aware, the little things tell. One has just occurred to me. When do the Government intend putting the regulation lights upon the public pier here? Quite a long period has elapsed since the Government took the pier over from the Ferry Company, but nothing has yet been done to improve the dismal appearance of the structure at night. Without saying any more, may I ask if a private pier would be allowed to go so long unlighted? And another subject, which is somewhat malodorous, and because of that has caused quite a lot of trouble in Kowloon. Night-soil colies seem to have developed a weakness for not doing their work at the regulation time, with obvious unpleasant results to householders. These colies are naturally supposed to work under cover of the darkness, but they do not all conform to these regulations. Who is responsible? There are other small matters, but they are not so important as the two I have mentioned." Nothing like speaking up, Kowloon.

A sartorial war which is being waged in the Malay States against the passing of the white drill suit (with the military collar) possesses an interest for Hong-kong, well-known as the leader of fashion in the East. For some absurd reason or other a certain new school of sartorial thought in the F.M.S. has developed Hongkong's peculiar notion that there is a real caste distinction between the semi-military white drill suit and the diaphanous pongee creation which admits of the torture of the collar and a tie, and they intend to oust the former and become genteel. The era of collars and cuffs in the heat of the summer has already dawned, and with it the social caste idea. When a formerly glistening collar has crumpled up with exhaustion, and cuffs cling to our arms, how many of us have longed for the more hygienic and comfortable and essentially tropical tunic neck! Ladies are chaffingly accused of sacrificing comfort to the god of Fashion. They can retaliate with heaps of vehemence in regard to this particular fad.

"Who said there was a muzzling order?" asks a correspondent. "There may be some sort of order, but it is of the milk-and-water type. Why, I have seen dogs prowling about the city with not a semblance of a muzzle, whereas other poor animals lurch about and look very miserable inside their wire frames. Is there a law for the pom and a law for the dog who has had the audacity to grow up and look ferocious?" The writer of these pointed lines is by no means wide of the mark, though obviously excited. I have also seen a few dogs trotting about without muzzles, to the obvious chagrin of those whose angry feelings were restrained by the muzzles which they wore. And ladies have also been noticed to secrete the heads of their pets when anyone official happened to be near. "Treat us all alike," is the cry of the muzzled ones, and it is a very fair request.

RODERICK RANDOM.

PARIS LETTER.

[FROM OUR OWN CORRESPONDENT.]

Paris, April 27th.

The visit of Queen Mary and King George V. will long be remembered by Parisians and *vice versa*. Never have Parisians contemplated a more beautiful or more handsomely dressed Royal personage as *La Reine Marie*. No Sovereigns could have been more cordially received by the great French nation. Although the crowds which lined the route of the Royal procession to welcome their Majesties on their arrival may be estimated at millions, and all Paris appeared to come out of doors—the leading cinema theatres were crowded in the evening to see the magnificent cortège on the screen. Pride of place in the programmes was given to the Royal visitors in every case, and long queues waited at one or two cinemas on the grands Boulevards. There is no doubt that one of the reasons of the great avidity of the public for pictures of this Royal historical event is accountable to the visit of Queen Mary. It is the first time that the present generation of Parisians have been honoured by the State visit of a Queen of England. Sixty years have passed since Queen Victoria was the guest of Napoleon III. Parisians were extremely enthusiastic about *La Reine Marie*, and in the cinema theatres the pretty references made to Her Majesty were most touching. There were, in fact, on Tuesday, April 21st, 1914—the day of their Majesties' safe arrival in the French capital—several very charming incidents recorded as the Royal party moved on their way to the Quai d'Orsay. The carriage containing the Queen and Mme. Poincaré was carpeted with roses and lilies of the valley. A little group of Minidettes or Paris work-girls, who, by dint of bright smiles and chaff, had persuaded the police to give them a good position on the route near the entrance to the Bois de Boulogne, had showered flowers on the Queen's carriage as it passed, throwing roses, forget-me-nots, and lilies of the valley they had bought with their hard-earned pennies. They felt themselves amply rewarded by the bows and smiles with which the Queen acknowledged their graceful act. One of the large hotels in the Avenue des Champs Elysées had a number of children gathered in one of the windows who blew kisses to the Queen as she passed. Mme. Poincaré called the Queen's attention to the little band. The Queen laughed and, waving her hand, bowed to the children. Cries of "Vive la Reine!" "Vive Marie!" "Vive le Roi!" "Vive Georges!" kept their Majesties busy bowing and smiling as their carriage pulled into the courtyard of their temporary palatial mansion. The Republic's Royal guests completely conquered Paris. Referring to Queen Mary, a Parisian of the old school said, "She came to us as Queen of England; she remains with us as Queen of Hearts." It may well be said without any exaggeration that no Sovereigns have ever been given so splendid a reception in Paris as the Queen and King George and Queen Mary last week when they visited the French capital on the tenth anniversary of the inception of L'Entente Cordiale. Right from the moment when French soil was touched their visit paraded the nature of a triumphal procession, vast crowds, drawn from all parts of France, greeting them everywhere. Even the extraordinary receptions accorded to the late "Bon Roi Edouard VII." were eclipsed. The City was gorgeously decorated, while at night myriads of fairy lights rendered "La Ville Lumière" a real "City of Light." It is estimated that as their Majesties drove along the Bois de Boulogne and Champs Elysées they were cheered incessantly by a multitude amounting to anything from one million and a half to two million people. It was with tears in their eyes that the French said "Au Revoir" to France's popular guests. As they left for the station, thousands of people assembled along the route to catch a last glimpse of the departing visitors—the Queen in particular. They were the recipients of several beautiful bouquets as final gifts. "I am coming back again," remarked the Queen with a smile to Mme. Poincaré. The King's handshake with the President was a true sailor's grip of friendship. Their last words as the train started for Calais were:—"Merci," "Merci," "Au revoir," to which their admirers responded to by "A bientôt." There was genuine affection in these words of farewell exchanged at the last moment between "hosts" and "guests."

"Miss Parisienne Going" is the name just given to a little Indian baby girl—the first Red Indian born in Paris. Her mother forms part of a troupe of Red Indians of both sexes who are giving acrobatic performances at various fairs in the French capital. There are 20 of them. The newcomer is a healthy infant, and is being made much of by Parisians. The late M. Mistral has long enjoyed reputation as France's greatest Provincial poet. In his will he has left his house and its grounds and all his possessions to his native town of Millanes in the Bouches-du-Rhône Department on the death of his wife. He further requested that his servant shall be kept as concierge or house-porter of the house. A monument is to be erected by his admirers and countrymen to perpetuate Mistral's memory.

There is about to be founded in this capital a new Society to be called "La Ligne des Deux Plateaux"—an organisation which, as its name implies, aims at replacing the dinner of many courses by a meal of only two courses. A writer in *Le Temps* cordially endorses the proposal, and welcomes it as a practical protest against the meal whose very copiousness makes it unenjoyable to the true gourmet or epicure.

The bag shows no sign of losing its present hold on the affections of its patrons. This type of bag of white leather among the prettiest shows for afternoon smart wear. These bags are embroidered with gold thread, among which are coloured stones gleam and scintillate, or they are sewn with sequins of mother-of-pearl dyed in many colours. Very striking are the magpie bags in snow white velvet, worked with jet embroidery and finished with jet tassels.

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SIR ROBERT HART'S STATUE.

THE UNVEILING CEREMONY.

TRIBUTES TO A GREAT MEMORY.

The official unveiling ceremony of the statue of the late Sir Robert Hart, Bt., took place at Shanghai last Monday morning. The ceremony on the Bund foreshore surrounding the statue was filled with a large company of spectators, and the Bund in the vicinity presented a very animated appearance. The model, which is by Mr. Henry Pegram, of London, is a striking one of the late Inspector General, and has been much admired. Among those present were Mr. F. S. Unwin, Commissioner of Customs in Shanghai; Mr. T. Raaschou, Consul-General for Denmark and Senior Consul (who performed the unveiling ceremony); Sir Everard Fraser, K.C.M.G., H.M. Consul-General; Sir Havilland and Lady de Saumarez, Mr. F. S. A. Bourne, C.M.G., Mr. E. C. Pearce (Chairman of the Municipal Council), Mr. Eitzen (Consul-General for Norway), Hon. Mr. T. H. Sammons (Consul-General for the United States), Mr. V. Grossi (Consul-General for Russia), Mr. C. Barjona (Consul-General for Portugal), Dr. K. Bernauer (Consul-General for Austria-Hungary), Mr. Kahn (Consul-General for France), Mr. C. Ros (Acting Consul-General), Mr. K. von Tappelskirch (Vice-Consul for Germany), Dr. Schirmer, Mr. C. E. Anton, Colonel and Mrs. R. N. Bray, Mr. C. M. Bain, Mr. W. A. Carlson, Admiral Li, Admiral Tseng, Admiral Sir Sah Chen-ping, Mr. H. K. Kinnear, Mr. and Mrs. E. Jenner Hogg, Mr. W. S. Livingstone, Mr. Duncan McNeill, Captain Myhre, Major Trueman, Mr. Tang Shao-yi, Dr. Wu Ting-fang, Mr. Shen Tun-ko, the Rev. A. J. Walker, Dr. Timothy Richard, Mr. R. H. Wade, Mr. H. P. Wilkinson, Mr. A. S. P. White, Cooper, and many others whom in the crowd it was impossible to identify.

Lining three sides of the enclosure were sailors from all the men-of-war in port, under the command of Captain Miller, of the U.S.S. *Saratoga*. The Customs Company of the S.V.C. also attended, two of the members forming a guard stationed at the foot of the statue. The enclosure was gaily decorated with flags, that of the Republic being most prominent. In the centre was a temporary platform from which the speeches were made and the unveiling ceremony conducted.

After an overture had been played by the Municipal band, Mr. Unwin came to the front of the platform, and addressed the crowd. He said that the statue had been erected partly by means of subscription by the members of the Customs Service, which the late Sir Robert Hart organized and developed; by the Postal Service, which he created; and largely by the funds provided by the ratepayers of the Settlement. It would stand therefore, as a testimony to the affection and regard of the members of those two services to their late chief, and as a tribute from the community to a man who, while he never failed to render faithful service to the Government that employed him, was able by his wise and liberal treatment of the many difficult questions which, especially in those early days, came before him, to earn the admiration, respect and gratitude of the mercantile communities of this and other Treaty ports of China, and of all nationals. It was not his place to speak of the great work which Sir Robert Hart performed during his public career. But it would be expected of him by his colleagues in the Customs service and by his colleague of the sister service, Mr. C. Rousset, the Postal Commissioner, that he should say something about the feelings with which he was regarded by those who loved under him. He thought it might be said that Sir Robert Hart was beloved and revered by many, and respected by all. He did not think that any man served with greater ability and devotion. In asking the Senior Consul-General to unveil the statue, Mr. Unwin said he should like to express on behalf of the committee their gratification at the presence of so many distinguished guests, and especially on behalf of the two services, their high appreciation of the honour done to the memory of their late chief by the part taken by the naval representatives of the various Powers in the Settlement.

MR. RAASCHOU'S SPEECH.

Mr. RAASCHOU then unveiled the statue, delivering the following speech:—Ladies and Gentlemen,—No figure stands out more conspicuously on the background of the great historical events and great developments in this country during the last half century than the man whose memory we are honouring to-day, the late Sir Robert Hart. Modest, unassuming, even reticent though he was, the greatness of his work and the all-important part given him in the international politics of the country served to focus the attention on him not only in China and his own native country but from time to time in almost any other country. The trend of his work may be said to have been a double one. In troubled times when clouds gathered over the political horizon he was the trusted adviser of the Chinese Government, came forward to smooth out difficulties, clear up misunderstandings, and to work in the great constructive, the ingenious and patient developer of great Government services. In the first character he won, not from one or the other side but from all concerned, absolute confidence in the righteousness of his character, the disinterestedness of his aims and in his high ability in finding honourable solutions to delicate diplomatic questions. In the second he was equally admired for the broadness of his schemes, the sureness of his means and his uncommon capacity for arduous and toilsome work. It may truly be said that his efforts in both directions were crowned with most brilliant success. When in 1863 young Robert Hart was appointed head of the Maritime Customs Service this was only a baby service of eight to nine years' standing. He himself was a young man of 28. But the germ of greatness was lying dormant in both of them. Under his wise administration, his foresight and

unflagging attention, the Service flourished and developed. New territories and Treaty Ports were added from time to time. The trade of the country rose by leaps and bounds. Additions to the staff became more and more important until the service developed into the great Maritime Customs Service of to-day with its numerous spheres of administration, its large staffs and many important duties dealing with a huge volume of trade and producing a revenue which is the most liquid asset, and the reinforcing element in the country's whole financial structure. A man might well have been satisfied by looking upon this as his life's work, but the mind of Sir Robert Hart was far superior to that. Along the rugged and dangerous coast of China the mercantile fleets of the nations and hitherto been groping their way in the dark. A light originated and completed a whole system of light-houses, light-vessels, beacons and buoys stretching from the southern island of Hainan to the mouth of the Liao in the north, lighting with a thousand lights this 1,500 miles distance and converting it to a comparatively safe ships' highroad. Here, again, a great man might have rested content, but in the year 1899, when already advanced in age, Sir Robert conceived the idea of a new, modern postal service covering the whole of this vast country. The optimism of a youth in the face of apparently unsurmountable difficulties, he proceeded to carry through and to work out the thousand details required. And marvellous to say, this youngest child of his genius developed with even greater rapidity than the older sister services. Like a plant under the magic wand of an Indian sorcerer it spread its branches all over China to all important trade marts and places, from Kamsu to Kiangtung, from Yunnan to Manchuria, and in the short span of little more than one decade it has become a fully accomplished fact, a fitting introduction for China to the Postal Union amongst the western nations. Sir Robert Hart had in common with many great people, the magnetic faculty for attracting and drawing out other able men. His services, therefore, never became a one man's service, but he gathered round him a circle of gifted men drawn from many countries, who loyally supported him and with distinction developed the services along the lines indicated by him. No better proof of this is required than the conspicuous success which the services have continued to meet with after the old "I.G." had left the helm and it has passed into new hands. Ladies and gentlemen, it is almost a temerity to attempt in few words to give a description of this great man's work, but time will not allow me to say more. Sir Robert's diplomatic work due to its delicate nature may soon only live in the memory of a few. That he was offered the leadership of his country's diplomatic mission to this country may be forgotten as well as the extraordinary number of the highest marks of distinction he received from almost every country. But surely many changes must be wrought and ages must pass before the memory will fade of the great creator of these grand triple sister services of the Chinese Government.

CHAIRMAN OF THE COUNCIL.

Mr. UNWIN formally delivered the statue to the care of the Chairman of the Municipal Council, and in accepting it, Mr. FARNS said:—Mr. Unwin, ladies and gentlemen, on behalf of the Council of the Foreign Community of Shanghai, I have the honour to accept on behalf of this statue of the late Sir Robert Hart, which has just been unveiled. In doing so I do not feel that it is incumbent upon me to add anything to what has already been said, or to the speech of my predecessor, Mr. Harry de Gray, when, in March, 1912, he proposed that the ratepayers should contribute toward the cost of this statue. My present duty is to say that the Council will care for and cherish this memorial of the great Inspector-General of the Chinese Customs.

The inscription on the statue is as follows:—"Sir Robert Hart, Bt., G.C.M.G., 1835-1911. Inspector-General of the Chinese Maritime Customs; Founder of the Chinese Lighthouse Service; Organizer and Administrator of the National Post Office. Trusted Counselor of the Chinese Government; true friend of the Chinese people. Modest, patient, sagacious and resolute, he overcame formidable obstacles and accomplished a work of great beneficence for China and the world."

Underneath is an inscription in Chinese to the same effect.—*N.C. Daily News.*

THE IMMORAL POSTCARD.

A nude statue of marble, of a certain subject, placed on exhibit for public view, may become offensive from the moral view point when picture is made of it and sold in postcard form. This seemingly paradoxical decision was reached by the authorities some time ago, and to prove that they mean what they say, a hawk who was selling the postcards of that particular picture was arrested on May 14th.

Two marble statues are exhibited by Mr. Kitamura Shikai at the Art Department in the Taisho Exhibition. One is named "The Woman Who Was Hated," and the other is called "Night." The first statue is a nude statue of a woman standing, with her face buried in her right arm, and in remorse. This one is so placed that any visitor entering the Art Department from the main entrance will be attracted by its elegance and beautiful lines. The other is the Goddess of Night, and shows a nude woman, leaning against a rock with her face hidden behind the rock. This stands close to the entrance to the Japanese picture department. Permission has been refused for the two statues to be photographed and sold as postcards. What is considered by the authorities as morally offensive in these two statues defies the sense of ordinary understanding. They are said to have been taken from the impression one receives from such statues in real marble and in sculpture is different. The "heavenly" Chinese seems not to be the only one whose "ways are dark and peculiar."—*Japan Mail.*

INTIMATIONS.

DRY SCURF FROM NECK DOWN TO KNEES

Scratched Until Blood-Formed. Backs of Hands Dry and Cracked. Used Cuticura Soap and Ointment. In a Month's Time All Right.

16, Pilot St., Acerrington, Lancs, Eng.—"I was simply covered with dry scurf from my neck down to my knees. I suffered a great deal with itching. When I undressed at night I scratched myself until I made blood flow. The backs of my hands were dry and cracked. I tried ointments but found no relief until I saw the advertisement of Cuticura Soap and Ointment in the paper. I had two tins of Cuticura Ointment and one tin of Cuticura Soap and in a month's time I was all right. Cuticura Soap and Ointment completely remedied my trouble." (Signed) Mrs. C. T. Hopworth, May 23, 1912.

HEADS MASS OF SKIN TROUBLE

60, De Winton Ter., Llantrididian, Nr. Cardiff, S. Wales.—"The trouble began by my daughters catching it at school. It came in the form of blisters and then it broke out into running sores all over the head. Their heads were one mass of sores and running matter and I had a job to keep their hair clean from matted together, as it was itching dreadfully. After using Cuticura Soap and Ointment for three weeks it was well." (Signed) Mrs. F. Dunbar, Apr. 23, 1912. Cuticura Soap and Ointment sold everywhere. Sample of each with 32-p. Skin Book free from nearest depot. E. Newbery & Sons, 27, Charterhouse Sq., London; Potter & Chem. Corp., Boston, U. S. A.

32 Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

[96-21]

CHS. J. GAUPP & CO.,

WATCHMAKERS AND JEWELLERS.

SURVEYING AND NAUTICAL INSTRUMENTS.

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THE IDEAL DRINK DURING THE HOT WEATHER, EITHER ALONE OR WITH SPIRITS. MUCH HARM IS OFTEN DONE BY TAKING CHEAP AND IMPURE MINERAL WATERS; IT PAYS IN THE END TO TAKE ONLY A PRODUCT THAT IS GUARANTEED TO BE PURE. SEND FOR A FREE SAMPLE.

[21]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 55. Telephone No. 18. Telegraphic Address: "Pnews."

NEW ADVERTISEMENTS

SITUATION WANTED.

WANTED by a YOUNG GERMAN, who is now in the booking Department of a German Firm in Shanghai a position in a English Import Firm. Apply under—

Care of "Daily Press" Office. Hongkong, 2nd June, 1914. [780]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

KING'S BIRTHDAY.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-MORROW (WEDNESDAY), the 3rd June.

By Order, A. R. LOWE, Secretary. Hongkong, 2nd June, 1914. [778]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

KING'S BIRTHDAY.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-MORROW (WEDNESDAY), the 3rd June.

By Order, A. R. LOWE, Secretary. Hongkong, 2nd June, 1914. [779]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:—

Far Eastern News.

Leading Articles:—

Hongkong and Canton Currency

Questions.

Athletic Sports in China.

Chinese Season on British Ships.

Japan and the Alliance.

Corporal Punishment in Schools.

Japan and Korea.

Random Reflections.

Hongkong.

Russian Defences in the Far East.

Silver Wedding.

"Senang" Launched at Kowloon.

American Citizen's Alleged Suicide.

Hongkong Passengers on the "Empress of Ireland."

The Osaka Shosen Kaisha.

Hongkong Gymkhana Club.

Masked Robbery in the New Territory.

The Muzzling Order.

Correspondence:

The Dog-Muzzling Regulations.

Hongkong and Wireless Telegraphy.

Empire Day in Hongkong.

Tobacco in China.

Hongkong Iron Mining Co., Ltd.

Essay Competition.

The Plague.

St. Stephen's Girls' College.

New Sleeping Car Co. for the Siberia

Railway.

Recent Hongkong Piracies.

Hongkong Horticultural Society.

The Plague on the "Korea."

China and Silver.

Note Redemption at Canton.

Americans and Manila.

Mineral Wealth of Hunan.

Europeans in the Straits.

Alleged Dealing in Opium.

The Cost of Re-naming a Company.

Death of the British Post-Master at

Shanghai.

Supreme Court.

European Police Constable Attacked.

Oil-Well Discovered in Cuba.

Strange Story at the Magistracy.

Appointments.

The Supposed Murder of an Indian Watch-

man.

Farwell Presentation to Inspector Cameron.

Gumbling in Canton.

Death of Mrs. G. R. Lammert.

Opium for Hongkong.

The China (Amendment) Order in Council,

1914.

Earnings of Shipping Companies.

Tronoh Mines.

Redemption of Chinese Paper Money.

Customs and Merchants.

How Gold is "Bred."

Telegrams.

The "Childer" Piracy.

H.M.S. "Mintaur."

The "Tai On" Piracy.

Accident to the H.A.L. "Sambian."

The "Hokusei-Maru" Affair.

Sequel to the "Shing Tai" Piracy.

Japanese Abroad.

Interport Golf Match.

The Canton Christian College.

Company Meeting:—

Peak Tramways Co., Ltd.

The "Star" Ferry Co., Ltd.

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Company Reports:—

A. S. Watson & Co., Ltd.

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Hongkong, 2nd June, 1914.

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INTIMATIONS

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND on Account of the year 1913 of SEVENTY CENTS per Share will be Payable at the HONGKONG AND SHANGHAI BANK, Hongkong, on and after the 29th May, 1914, on Warrants to be obtained at the Company's Office.

The Dividend will also be Payable at the HONGKONG AND SHANGHAI BANK, Shanghai, on and after the same date.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 29th May, 1914. [763]

THE HONGKONG ICE CO., LIMITED.

SHAREHOLDERS are reminded that an

EXTRAORDINARY GENERAL

MEETING of the Company will be held at

the Offices of Messrs. JARDINE, MATHESON & CO., LIMITED, No. 16, Pedder Street,

TO-MORROW (WEDNESDAY), the 3rd day

of June, 1914, at Noon, in accordance with the

Notice which has already been sent to Share-

holders and they are FURTHER REMINDED

that it is proposed, in view of the 3rd June being

a Public Holiday, to adjourn such Meeting to the

same time and place on the following day, when

the business of the Meeting will be proceeded

with.

JARDINE, MATHESON & CO., LTD., General Managers. Hongkong, 27th May, 1914. [746]

HONGKONG TRAMWAY COMPANY, LIMITED.

NOTICE.

THE Special Summer Services of through

First Class Cars have now commenced.

FARE 10 CENTS

Between WHITTY STREET and the NEW HAPPY

VALLEY TERMINUS every 10 minutes.

First Car 4.00 P.M. Last Car 9.30 P.M.

Between POST OFFICE and QUARRY POINT

every 15 minutes.

First Car 4.00 P.M. Last Car 10.30 P.M.

BATHING

At North Point on and after SATURDAY,

June 6th. Bathing Tents will be provided by

the Tramway Company and a Refreshment Booth

by Weissman & Co.

BAND NIGHTS.

A Military Band will perform at North Point

on SATURDAY, June 6th, from 9 to 11 P.M.,

and a newly cleared space will be illuminated.

The dates of (subsequent) Band Nights will

be notified by advertisement on the Cars.

BY ORDER, General Manager. Hongkong, 1st June, 1914. [771]

NOTICE.

REDUCTION IN PRICE OF GAS.

THE HONGKONG AND CHINA GAS

COMPANY, LTD., begs to inform the

Public that on and from the 1st July next,

the Price of Gas for all purposes—Lighting,

Heating, Cooking or Power—WILL BE

REDUCED to \$3.00 per 1,000 cubic feet.

All discounts will be withdrawn from same

date.

By Order of the Directors, GEORGE CURRY, Local Secretary. Hongkong, 21st May, 1914. [757]

HONGKONG SHORTHAND

AND TYPEWRITING

BUREAU.

WE are prepared to conclude Contracts

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We guarantee our Qualifications, but ask our

Price, which is standard and reasonable.

Ring us up and come to an arrangement

before the chance is lost.

H. E. VICTOR, Manager, 6, Des Vaux Road Central (First Floor). Telephone No. 650. Hongkong, 15th May, 1914. [710]

NOTICES OF FIRMS

NOTICE.

NOTICE IS HEREBY GIVEN of the

retirement from our Firm of Mr.

HERBERT BENJ, whose Interest and

Responsibility therein CEASE as from This

Date.

T. E. GRIFFITH, LTD. Canton, 1st June, 1914. [770]

NOTICE.

WE HAVE admitted Mr. PUN WAN

KOOK and Mr. PUN KIK PO

as Partners in the Company as from the 15th

day of May, 1914.

The Management of the Firm will remain as

hitherto, and Mr. PUN WAN KOOK will

also Sign for the Firm.

UNION TRADING CO., 13, Des Vaux Road, Central. Hongkong, 23rd May, 1914. [752]

NOTICE.

NOTICE IS HEREBY GIVEN that the

Business and Goodwill of the Firm of

ARTHUR NILSSON & COMPANY, carried on by

WEI A YUK at York Building, Chater Road,

Hongkong, under the style or Firm name of

"ARTHUR NILSSON & COMPANY," has This

Day been acquired by A.B. THE SWEDISH

TRADING COMPANY IN CHINA (LTD.), a

Company duly registered in Stockholm in

accordance with the requirements of the laws

of the Kingdom of Sweden.

Dated This 23rd day of May, 1914.

A.B. THE SWEDISH TRADING COM

PANY IN CHINA (LTD.), A. NILSSON, Managing Director. Hongkong, 23rd May, 1914. [743]

WE HAVE This Day REMOVED our

Office from Queen's Building to

York Building (Top Floor), Chater Road.

A.B. THE SWEDISH TRADING COM

PANY IN CHINA (LTD.), (Incorporated in Sweden), A. NILSSON, Managing Director. Hongkong, 23rd May, 1914. [743]

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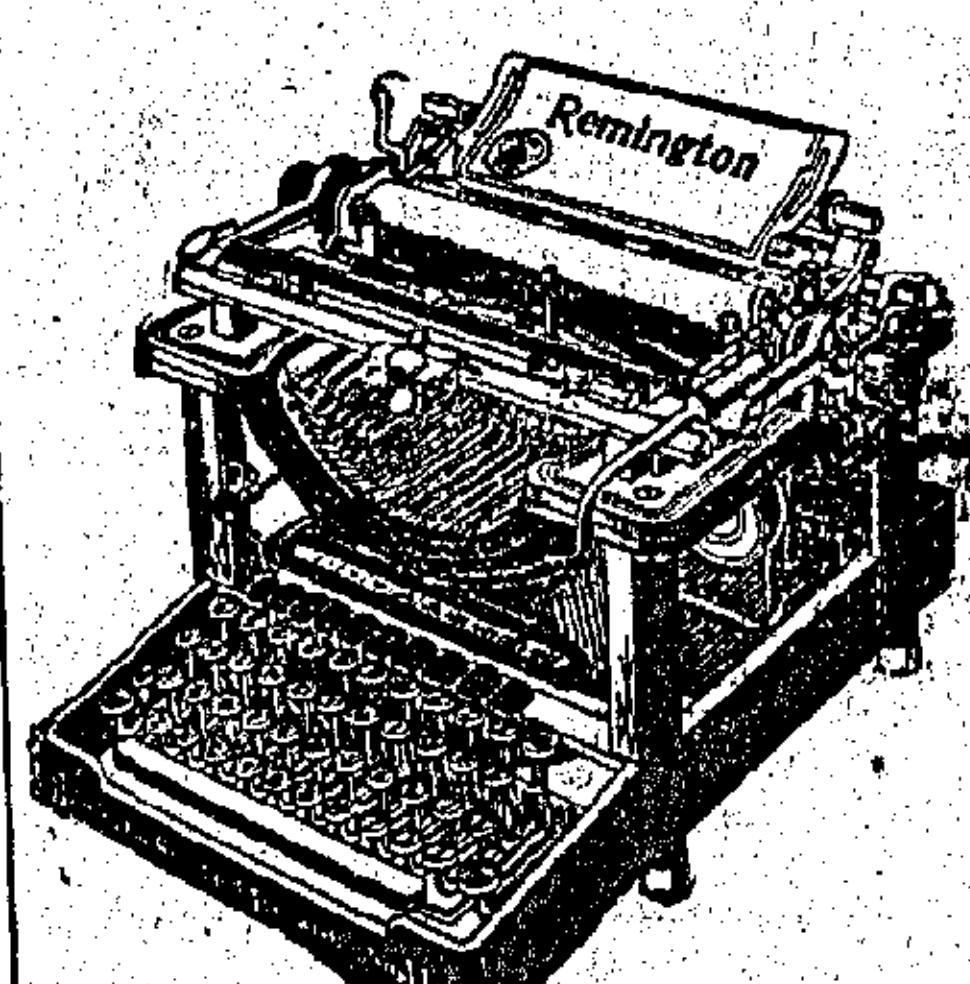
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SIEMSEN & CO., SOLE AGENTS for Hongkong, Canton, South China and Formosa. [54]

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For Beautifying and Increasing the Growth of the Hair for

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Sole Proprietors:—

KAMINIA PERFUMERY COMPANY, Bombay, India. [687]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British

Territory favoured with a "magnificent

climate." Preparation by experienced and

qualified teachers for entrance to schools in

England, or for commercial life in the East.

School-house by the sea. Recreations—Sea

bathing, boating, cricket, football, etc.

For terms, apply to the Headmaster,

HERBERT L. BEER, L.C.F. [1343]

NEW CARTRIDGES.

BY popular English Manufacturers. In

all Boxes and Sizes.

SMOKELESS POWDER and CHILLED

SHOT. From No. 10 to SSSG. at \$6.87

and \$7.50 per 100. SPORTING REQUIS-

ITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 16th April, 1914. [1553]

GRACA & CO.

PEDDER ST. (Hongkong Hotel Building).

VESSELS ON THE BERTH

HONGKONG-BOSTON & NEW YORK.



AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INDRANI". On or about 5th June.

For Freight or information apply to—

SHEWAN, TOMES & Co.,

General Agents.

Hongkong, 14th May, 1914. [707]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DEVANHA".

Captain W. R. Hickey, carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on SATURDAY, the 6th June, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MALOJA," from Colombo, passengers' accommodation to which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "ANABIA," due in London on the 18th July, 1914.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 25th May, 1914. [1]

GLEN LINE.

(McGREGOR, GOW & CO., LTD.)

FOR LONDON AND ANTWERP.

THE Steamship

"GLENROY".

Captain H. W. L. Holman, will be despatched for the above Ports on or about 12th June.

Saloon Passage, Hongkong to London, £40.

For freight or passage, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 25th May, 1914. [748]

AMERICAN AND ORIENTAL LINE.

(ANDREW WEIR & CO.'S STEAMERS.)

THE Steamship

"MINERIC".

Captain J. C. Hall, will be despatched from Hongkong on the 18th June, for

BOSTON AND NEW YORK.

For freight and further particulars, apply to—

THE BANK LINE, LTD.,

Agents.

Hongkong, 27th May, 1914. [748]

ON SALE

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the

English Mails from the Year of the Closing

of the Indian Mints to the Free Coinage

Silver

FROM 1893 TO 1909:

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, RAR SILVER (FROM 1900), AND OTHER USEFUL INFORMATION.

PRICE: 31 Cash.

On Sale at the "DAILY PRESS" Office or

Local Booksellers.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K", nearest Hongkong "H", midway between Hongkong and Kowloon "M", and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's Pier. 2. From Harbour Master's Pier to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	On 6th inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NOVARA	Brit. str.	—	H. B. Hedderley, R.N.R.	P. & O. S. N. Co.	About 10th inst.
LONDON & ANTWERP	OSCAR	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	About 12th inst.
MARSHALLS VIA SAIGON, SPORE, COLOMBO, PORT BART	DENBIGHSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 16th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	MAGELLAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	To-day, at 1 p.m.
MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP, &c.	ATSUMA MARU	Jan. str.	—	J. Nagano	HAMBURG-AMERICA LINE	To-morrow, at 10 a.m.
MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP, &c.	BRASILIA	Ger. str.	K.W.	Enoch	MELBOURNE & Co.	On 24th inst.
MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP, &c.	SURMARK	Ger. str.	K.W.	Karberg	HAMBURG-AMERICA LINE	On 24th inst.
MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP, &c.	BORUM	Ger. str.	K.W.	—	MELBOURNE & Co.	About End of June.
MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP, &c.	SEGOVIA	Ger. str.	K.W.	Geissel	HAMBURG-AMERICA LINE	On 4th July.
ROTTERDAM, HAMBURG & ANTWERP, &c.	GOLDENFELS	Ger. str.	K.W.	Diedrichsen	HAMBURG-AMERICA LINE	On 13th July.
ROTTERDAM, HAMBURG & ANTWERP, &c.	EMDEN	Ger. str.	K.W.	Kotato	HAMBURG-AMERICA LINE	On 20th July.
HAYRE & HAMBURG, &c.	FURST BROWL	Ger. str.	K.W.	Jager	HAMBURG-AMERICA LINE	To-day.
HAYRE, ROTTERDAM, HAMBURG & ANTWERP	VUESTERBERG	Ger. str.	K.W.	Christobran	HAMBURG-AMERICA LINE	On 19th inst.
HAYRE, BREMEN & HAMBURG, &c.	ERBESSEN	Ger. str.	K.W.	Lobko	HAMBURG-AMERICA LINE	On 19th July.
VI VORLA, B.C., SEATTLE, &c.	SABO MARU	Jap. str.	—	K. Asakawa	NIPPON YUSEN KAISHA	To-day, at 4 p.m.
VI VORLA, B.C., SEATTLE, &c.	SAXONIA	Ger. str.	K.W.	U. Saito	NIPPON YUSEN KAISHA	On 10th inst.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	SCATTER MARU	Jan. str.	—	N. K. Asahi	OSAKA SHOSHIN KAISHA	On 11th inst. at Noon.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	MEXICO MARU	Jan. str.	—	—	OSAKA SHOSHIN KAISHA	On 20th inst. at Noon.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLYMOUTH	MONMOUTHSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 29th inst.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	AFRICA	Aus. str.	—	—	SANDER, WILKES & Co.	On 15th inst. at 3 p.m.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	E. F. FERDINAND	Aus. str.	—	—	SANDER, WILKES & Co.	About 7th July.
NAUERS, GENOA, ALGERIA, GIBRALTAR, LONDON, &c.	PRINCE LUDWIG	Ger. str.	—	F. V. Binzer	MELBOURNE & Co.	On 10th inst. at 10 a.m.
BOSTON & NEW YORK	MINERIO	Brit. str.	—	J. C. Hall	THE BANK LINE LIMITED	On 16th inst.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	INDRANI	Brit. str.	—	Pilcher	SHEWAN, TOMES & Co.	About 5th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF ASIA	Brit. str.	2 m.	S. Robinson	CANADIAN PACIFIC R. Co.	On 10th inst. at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	A. J. Hall	CANADIAN PACIFIC R. Co.	On 1st July, at Noon.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	MANORUTIA	Am. str.	—	A. Dixon	PACIFIC MAIL S.S. Co.	On 6th inst. at 1 p.m.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	NILE	Am. str.	—	E. Powell	PACIFIC MAIL S.S. Co.	On 16th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	DELTA MARU	Jap. str.	—	E. Bent	NIPPON YUSEN KAISHA	On 16th inst.
AUSTRALIAN PORTS VIA MANILA	CHANGA MARU	Jap. str.	—	K. Soyeda	NIPPON YUSEN KAISHA	To-morrow, at Noon.
AUSTRALIAN PORTS VIA MANILA	COLENSA	Ger. str.	1 m.	H. Pinlayson	EMPEROR OF ASIA	To-morrow.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str.	—	H. Schmitt	MELBOURNE & Co.	On 13th inst. at 1 a.m.
AUSTRALIAN PORTS VIA MANILA	TUMAH	Dut. str.	—	—	GIBB, LIVINGSTON & Co.	On 19th inst. at 10 a.m.
KOBE	PRINCE SIGISMUND	Ger. str.	—	A. Hurlitz	JAVA-CHINA-JAPAN LINE	Quick despatch.
KOBE VIA SHANGHAI, YOKOHAMA	CHINA	Aus. str.	—	—	SANDER, WILKES & Co.	About 23rd inst.
KOBE & YOKOHAMA	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 4th inst. at 4 p.m.
KOBE & YOKOHAMA	TOKA MARU	Jap. str.	—	Yoshikawa	NIPPON YUSEN KAISHA	On 4th inst. at 4 p.m.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU	Jap. str.	—	Sekine	NIPPON YUSEN KAISHA	To-day, at 5 p.m.
SHANGHAI, KOBE & YOKOHAMA	LIANGCHOW	Jap. str.	1 m.	W. Benson	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	V. CHOTAT	Frech. str.	—	—	MESSAGERIES MARITIMES	To-day, at 7 p.m.
SHANGHAI	WINGANG	Brit. str.	—	J. H. Lishman	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Dlight.
SHANGHAI	CHOW	Brit. str.	1 m.	J. Mather	BUTTERFIELD & SWIRE	On 4th inst. at 4 p.m.
SHANGHAI	DELTA	Brit. str.	—	W. R. Le Mare, R.N.R.	THE BANK LINE	About 4th inst.
SHANGHAI	CHOWANG	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	On 5th inst. at Dlight.
SHANGHAI, MOJI & KOBE	PENANG MARU	Jap. str.	—	Murayama	NIPPON YUSEN KAISHA	On 6th inst.
SHANGHAI & ISINGTAU	YINGCHOW	Brit. str.	1 m.	Pottinger	BUTTERFIELD & SWIRE	On 6th inst.
SHANGHAI, KOBE & MOJI	ABRATON APCAR	Brit. str.	—	Walker	DAVID SASSON & Co., Ltd.	On 7th inst.
SHANGHAI, KOBE & MOJI	PERUSSEN	Ger. str.	K.W.	Bahle	HAMBURG-AMERICA LINE	On 8th inst.
SHANGHAI	SEAGORSE	Brit. str.	1 m.	E. French	BUTTERFIELD & SWIRE	On 9th inst. at 4 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LIBERTE	Ger. str.	—	F. French	MELBOURNE & Co.	About 11th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	NAGOYA	Brit. str.	—	W. H. Sweny, R.N.R.	P. & O. S. N. Co.	About 14th inst.
SHANGHAI	KORREER	Aus. str.	—	—	SANDER, WILKES & Co.	On 1st July, at 8 a.m.
SHANGHAI	TUMAH	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
FOOCHOW	KWANGSIN	Brit. str.	1 m.	G. J. Spink	BUTTERFIELD & SWIRE	To-day, at 9 a.m.
AMPING & TAKAO VIA SWATOW & AMOY	KAIHO MARU	Jap. str.	—	T. Yamamoto	OSAKA SHOSHIN KAISHA	To-morrow, at 2 p.m.
TAMSAI VIA SWATOW & AMOY	DELTA MARU	Jap. str.	—	K. Hattori	OSAKA SHOSHIN KAISHA	On 1st inst. at 10 a.m.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFFRAIR & Co.	To-day, at 11 a.m.
SWATOW	HAIYANG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFFRAIR & Co.	To-morrow, at 11 a.m.
SWATOW, AMOY, NINGPO & SHANGHAI	WUHU	Brit. str.	1 m.	W. O. Passmore	BUTTERFIELD & SWIRE	On 4th inst. at Dlight.
SWATOW, AMOY & FOOCHOW	BAIJONG	Brit. str.	2 h.	G. Hooker	DOUGLAS LAFFRAIR & Co.	On 5th inst. at 11 a.m.
SWATOW, WEIWEI, CHEFOO & TIENSIN	KUBICHOV	Brit. str.	1 m.	A. H. Stewart	DOUGLAS LAFFRAIR & Co.	On 5th inst. at 10 a.m.
SWATOW, AMOY & FOOCHOW	HAIRAN	Brit. str.	2 h.	J. Miller	DOUGLAS LAFFRAIR & Co.	On 9th inst. at 11 a.m.
MANILA, MANGHIN, CEBU & ILOILO	RUBI	Am. str.	—	Pennelfather	SHEWAN, TOMES & Co.	To-day, at 4 p.m.
MANILA, CEBU & ILOILO	TAKING	Brit. str.	1 m.	W. G. G. Leask	BUTTERFIELD & SWIRE	On 6th inst. at 2 p.m.
MANILA	LONGSANG	Brit. str.	—	Sidford	JARDINE, MATHESON & Co., Ltd.	On 9th inst. at 4 p.m.
MANILA, CEBU & ILOILO	TRAM	Brit. str.	1 m.	F. S. McMurray	SHEWAN, TOMES & Co.	On 11th inst. at 4 p.m.
MANILA, MANGHIN, CEBU & ILOILO	CAIRO	Am. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.	PINCHAS	Dut. str.	—	Tosawa	NIPPON YUSEN KAISHA	On 6th inst.
BOMBAY VIA SINGAPORE & COLOMBO	BOMBAY MARU	Jap. str.	—	T. Miyata	OSAKA SHOSHIN KAISHA	On 8th inst. at 1 a.m.
BOMBAY VIA SPORE, PORT SHAM, PENANG & COLOMBO	LUYON MARU	Jap. str.	—	J. E. Darke	DAVID SASSON & Co., Ltd.	To-day.
SINGAPORE, PENANG & CALCUTTA	GEORGEY APCAR	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SINGAPORE, PENANG & CALCUTTA	FOOKANG	Brit. str.	—	H. Nomura	NIPPON YUSEN KAISHA	On 13th inst.
SINGAPORE, PENANG, RANGOON & CALCUTTA	HAKATA MARU	Jap. str.	—	A. Kennedy	JARDINE, MATHESON & Co., Ltd.	On 5th inst. at Noon.
SANDAKAN	HINSAING	Brit. str.	—	J. Robertson	BUTTERFIELD & SWIRE	On 4th inst. at 10 a.m.
PAKHOT & HAIPHONG	SUNGKIANG	Brit. str.	1 m.	J. Koehler	MELBOURNE & Co.	On 12th inst. at 9 a.m.
JESSELTON, KUDAT & SANDAKAN	BORNEO	Ger. str.	—	—	—	—

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER						To L'POOL		From L'POOL		From VANCOUVER					
Steamers	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Van-couver	Quebec	Liver-pool	Quebec	Steamers	Van-couver	Yokohama	Kobe	Nagasaki	Hong-kong
EMPEROR OF ASIA	Wedday 10 June	13 June	14 June	16 June	18 June	27 June	2 July	9 July	May 6	EMPEROR OF ASIA	14 May	25 May	28 May	28 May	30 June
EMPEROR OF JAPAN	Thurs. 25 June	28 June	30 June	2 July	4 July	16 July	23 July	30 July	8 May	MONTEAGLE	20 May	5 June	8 June	10 June	16 June
MONTEAGLE	Wedday 1 July	4 July	6 July	8 July	11 July	25 July	30 July	6 Aug.	15 May	EMPEROR OF JAPAN	28 May	11 June	12 June	14 June	19 June
EMPEROR OF RUSSIA	Wedday 8 July	11 July	12 July	14 July	16 July	25 July	30 July	6 Aug.	29 May	EMPEROR OF RUSSIA	11 June	22 June	23 June	25 June	27 June
EMPEROR OF INDIA	Wedday 22 July	25 July	27 July	29 July	31 July	12 Aug.	20 Aug.	27 Aug.	12 June	EMPEROR OF INDIA	25 June	9 July	10 July	12 July	17 July

PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC	VIA NEW YORK
EMPEROR OF RUSSIA	£71.10	£71.10
EMPEROR OF ASIA	Meals and Sleeping	
EMPEROR OF JAPAN	£65	£65
EMPEROR OF INDIA	Car Berth across	
MONTEAGLE	Canada 28 additional.	£43

Hour of Departure.—All Steamers sail from Hongkong at Noon.

Passengers purchasing Trans-Pacific Bound Trip tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.

THE "EMPEROR OF RUSSIA" AND "EMPEROR OF ASIA" registered tonnage 16,850, displacement 30,625 tons are new quadruple screw turbine steamers, the finest, fastest and most luxurious of the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPEROR OF BRITAIN" and "EMPEROR OF IRELAND."

HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,

GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

SHIPPING

ARRIVALS.

AFRICA, Austrian str., 2,314. Ivancich, 31st May—Trieste 30th April, General—Sander, Wieler & Co.

ALBANIA, British str., 2,272. Dumban, 1st June—Chingwantao 26th May, Coal—Order.

ALBA, American str., 1,114. E. Trisabal, 31st May—Manila 28th May, Ballast—Marty & Co.

ATSUTA MARU, Japanese str., 5,284. T. Iriawara, 1st June—Yokohama 28th May General—Nippon Yusen Kaisha.

ELSBETH, German str., 903. C. Berg, 30th May—Hongay 28th May, Coal—Jensen & Co.

HUE, French str., 710. A. Cornelinson, 1st June—Haiphong 30th May, General—A. R. Marty.

KWANGLEE, Chinese str., 1,468. J. McArthur, 1st June—Shanghai 28th May General—Chinese.

LIANGCHOW, British str., 1st June—Canton.

LUCHOW, British str., 1,220. Moathrel, 31st May—Shanghai 28th May, General—Butterfield & Swire.

MACKINAW, American str., 2,007. W. J. Krebs, 31st May—Saigon 20th May, Rice—Robert Dollar & Co.

MADEIRA, French str., 2,062. H. Broc, 1st June—Yokohama 22nd May, General—Messageries Maritimes.

SHIBU MARU, Japanese str., 3,220. Idzumi, 31st May—Kwang Yen 28th May, Stone—Suzuki & Co.

TANGO MARU, Japanese str., 4,634. T. Sekine, 1st May—Manila 30th May, General—Nippon Yusen Kaisha.

DEPARTURES.

CHONGSANG, British str., for Canton.

LUCHOW, British str., for Canton.

NIPPON, Austrian str., for Singapore.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. "Nile" left Yokohama on the 28th May for Hongkong via Japan ports and Manila. The United States mail has been transferred to the P. & O. str. "Devanha," and will arrive at Hongkong on the 6th June.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	\$6.00
Return " " (available also for return by day steamer)	...	10.00
Single Fare by Day Steamer	...	4.00
Return " " (available also for return by night steamer)	...	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 2ND JUNE, 1914.
8 a.m. HONAM. 8 a.m. HEUNGSHAN.
10 p.m. FATSHAN. 5 p.m. KINSHAN.

WEDNESDAY, 3RD JUNE, 1914.

8 a.m. HEUNGSHAN. 8 a.m. HONAM.
10 p.m. KINSHAN. 5 p.m. FATSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI Tons 1,651. S.S. TAISHAN, Tons 2,006.

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 7TH JUNE, 1914.

The Company's New Steamship

"TAISHAN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. SUI AN, 1,651 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINIAN and SANUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS:

FROM HONGKONG: 24th June. "KATHIAWAR"
FROM COLOMBO: 17th July.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong: "SALAMIS" 25th July.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 26th June, 4 p.m.
ZAFIRO	4000	F.S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 11th June, 4 p.m.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., YOKO KAI KAISHA, NORDDEUTSCHE LLOYD and EASTERN and AUSTRALIAN STEAMSHIP CO., LTD.
Electric Light. Fans in every Cabin. Competent Stewardess Carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.
Hongkong, 25th May 1914.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	Y. CIOTAT	On 2nd June, at 7 p.m.
	CHILLI	On 15th June.
	ATLANTIQUE	On 29th June.

HOMeward

MARSEILLES VIA PORTS	STEAMER	TO SAIL
	MAGELLAN	On 2nd June, at 1 p.m.
	POLYNESIEN	On 15th June, at 1 p.m.
	Y. CIOTAT	On 30th June, at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 10000 tons
PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

MANCHURIA Sailing SATURDAY, 6th June, at 1 p.m.
NILE (via Manila) TUESDAY, 16th June, at Noon.
MONGOLIA FRIDAY, 26th June, at 1 p.m.
PERSIA (via Manila) SATURDAY, 11th July, at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morel, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—billiard, water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passengers is our first consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
KING'S BUILDINGS.

TEL. No. 141.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Saito	THURSDAY, 11th June, at Noon.
"MEXICO MARU"	N. Kobayashi	WED'DAY, 24th June, at Noon.
"CHICAGO MARU"	I. Goto	THURSDAY, 9th July, at Noon.
"CANADA MARU"	H. Yamamoto	WED'DAY, 27th July, at Noon.
"TACOMA MARU"	T. Hamada	THURSDAY, 6th Aug., at Noon.
"PANAMA MARU"	J. Kaneko	WED'DAY, 19th Aug., at Noon.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"LUZON MARU"	T. Miyata	MONDAY, 8th June, a.m.
"JAVA MARU"	D. Fushigami	MONDAY, 6th July, a.m.
"INDO MARU"	K. Komiya	THURSDAY, 13th Aug., a.m.

CHINA AND FORMOSA LINE.

FOR POOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAISO MARU"	Y. Yamamoto	WED'DAY, 3rd June, at 2 p.m.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DALIN MARU"	K. Murakami	SUNDAY, 7th June, at Noon.
"DAIGI MARU"	S. Tokushige	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSHU MARU"	K. Hattori	WED'DAY, 10th June, at 10 a.m.

FOR CANTON.

Steamer	Captain	Leaving
"BOSEU MARU"	K. Hattori	FRIDAY, 5th June.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).
For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER.

Second Floor No. 1 Queen's Building.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN, LONDON and NEW YORK and from MANILA, HONG-KONG and JAPAN to VICTORIA, VANCOUVER (B.C.) and SEATTLE, WASH. and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

FOR	STEAMSHIP	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	"PREUSSEN"	8th June.
" "	"SILESIA"	18th June.
" "	"O. ERD. LAISZ"	3rd July.
" "	"SENDEMBIA"	17th July.
" "	"SCANDIA"	27th July.
" "	"ALEXIA"	14th Aug.
VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or.)	"SAXONIA"	10th June.
" "	"ANDALUSIA"	4th Aug.
" "	"SITHONIA"	9th Sept.
HAVRE & HAMBURG	"FURST BUELOW"	2nd June.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP	"BRASLIA"	18th June.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP	"WILHELM BERG"	18th June.
MARSEILLES & HAMBURG	"SUDMALK"	24th June.
MARSEILLES, HAVRE, BREMEN & HAMBURG	"SEGOWIA"	4th July.
ROTTERDAM, HAMBURG & ANTWERP	"GOLDENFELS"	13th July.
HAVRE, BREMEN & HAMBURG	"PREUSSEN"	19th July.
ROTTERDAM & HAMBURG	"EMDEN"	30th July.
HAVRE, BREMEN & HAMBURG	"SILESIA"	23rd July.
DUNDEE & HAMBURG	"FEIS A"	10th Aug.

For Further Particulars, apply to—
Hongkong, 28th May, 1914.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to	Leave SHANGHAI	Leave HONG-KONG	Connecting Steamer to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON (1 day later)
May 28	DEVANHA	June 2	June 6	MALOJA	Saturday July 4	Friday July 10
June 11	DELTA	June 16	June 20	MARMORA	July 18	July 24
June 26	HIMALAYA	June 30	July 4	MOLDAVIA	Aug. 1	Aug. 7
July 9	ASSAYE	July 14	July 18	MEDINA	Aug. 15	Aug. 21
July 23	DEVANHA	July 28	Aug. 1	MONGOLIA	Aug. 29	Sept. 4
Aug. 6	DELTA	Aug. 11	Aug. 15	EGYPT	Sept. 12	Sept. 18
Aug. 20	HIMALAYA	Aug. 25	Aug. 29	MALWA	Sept. 26	Oct. 2
Sept. 3	ARCADIA	Sept. 8	Sept. 12	MOREA	Oct. 10	Oct. 16
Sept. 17	ASSAYE	Sept. 22	Sept. 26	MALOJA	Oct. 23	Oct. 29
Oct. 1	DEVANHA	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 12

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 5.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

	Accommodation	Single	Return
1st Saloon "A"	\$65.	\$97.	\$194.
"B"	\$59.	\$89.	\$178.
2nd Saloon "A"	\$44.	\$66.	\$132.
"B"	\$40.	\$60.	\$120.
1st Saloon "A"	\$61.	\$91.	\$182.
"B"	\$55.	\$85.	\$170.
2nd Saloon "A"	\$42.	\$63.	\$126.
"B"	\$38.	\$57.	\$114.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave YOKOHAMA	Leave SHANGHAI	Leave HONG-KONG	Leave SINGAPORE	Leave MARSEILLES	Leave LONDON
NOVARA	about May 26	about June 4	about June 10	about June 16	about July 14	about July 24
NELLORE	June 9	June 18	June 24	June 30	July 28	Aug. 7
"KHYBER"	June 23	July 2	July 8	July 14	Aug. 11	Aug. 21
NAGAYA	July 7	July 16	July 22	July 28	Aug. 26	Sept. 6
SYRIA	July 21	July 30	Aug. 5	Aug. 11	Sept. 9	Sept. 20
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3
MALTA	Aug. 18	Aug. 27	Sept. 2	Sept. 8	Oct. 7	Oct. 18
SARDINIA	Sept. 1	Sept. 10	Sept. 16	Sept. 22	Oct. 21	Nov. 1
NUBIA	Sept. 15	Sept. 24	Sept. 30	Oct. 6	Nov. 4	Nov. 15
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22

* New Steamer.

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon \$50 Single, \$75 Return, 2nd Saloon \$35 Single, \$52 Return

FARES TO MARSEILLES: 1st Saloon \$45 Single, 2nd Saloon \$33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,

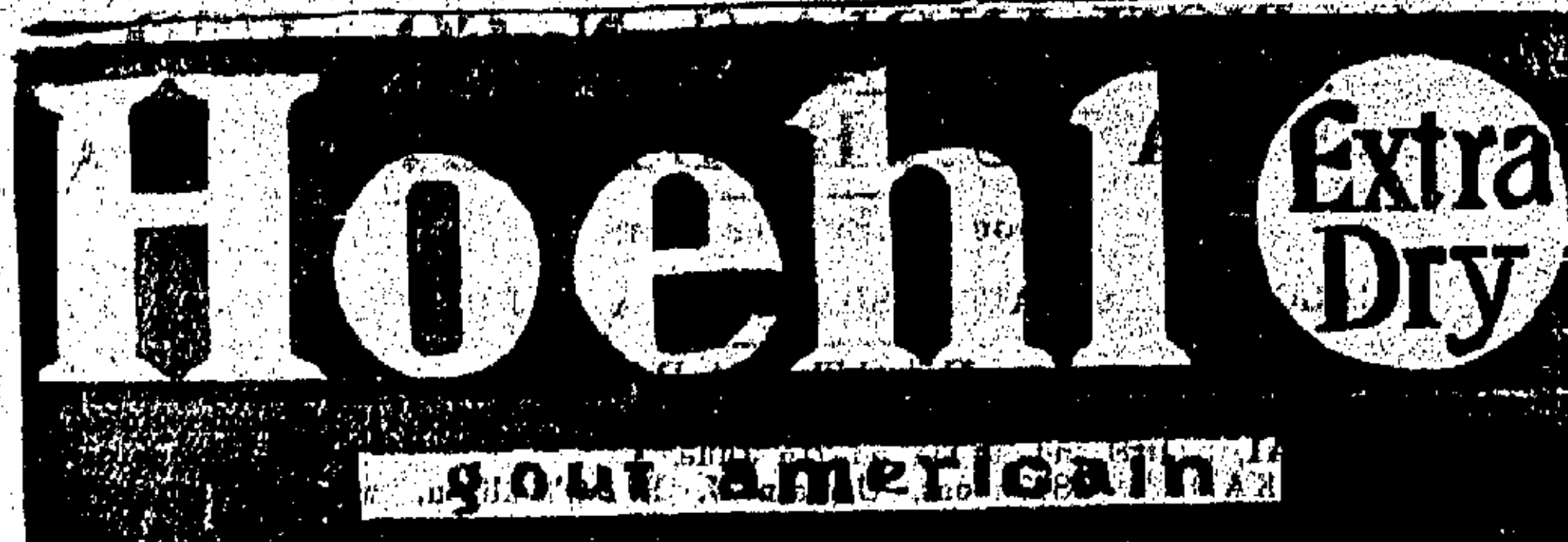
SUPERINTENDENT.

NIPPON YUSEN KAISHA THE JAPAN MAIL STEAMSHIP CO.

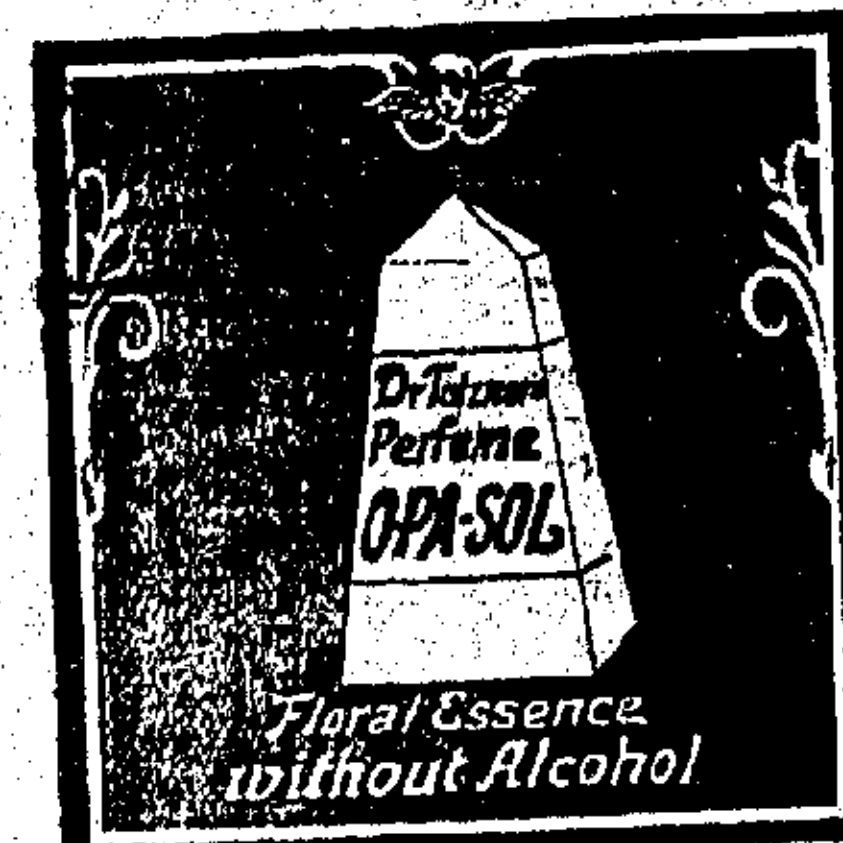
PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGA- PORE, PENANG, COLOMBO, SUZ and PORT SAID	ATSUTA MARU Capt. Iizawa, 15,500	15,500	WED'DAY, 3rd June, at 10 A.M.
	HITACHI MARU Capt. T. Sato, 12,500	12,500	WED'DAY, 17th June, at 10 A.M.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICH and YOKOHAMA	\$ SADO MARU Capt. K. Asakawa, 12,500	12,500	TUESDAY, 2nd June at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. K. Soyeda, 9,300	9,300	WED'DAY, 3rd June, at Noon.
	TANGO MARU Capt. Sekina, 13,500	13,500	WED'DAY, 1st July, at Noon.
CALCUTTA via SINGAPORE PENANG and RANGOON	HAKATA MARU Capt. Nomura, 12,500	12,500	SATURDAY, 13th June.
BOMBAY via SINGAPORE, and COLOMBO	BOMBAY MARU Capt. Tozawa, 5,000	5,000	SATURDAY, 6th June.
SHANGHAI, MOJI and KOBE	PENANG MARU Capt. Marazumi, 12,000	12,000	SATURDAY, 6th June.
KOBE and YOKOHAMA	TOSA MARU Capt. Yoshikawa, 12,000	12,000	FRIDAY, 5th June.
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU Capt. Sekius, 13,500	13,500	TUESDAY, 2nd June, at 5 P.M.
KOBE and YOKOHAMA	KITANO MARU Capt. F. E. Cope, 16,000	16,000	THURSDAY, 4th June, at 9 O'Clock. Cargo only.
\$ Fitted with New System of Wireless Telegraphy.			



OBTAINABLE FROM THE
KARL BRANDES,
No. 2, PEDDER STREET.
[36-23]



DR. TETZNER'S
BIRCH-WATER
FOR THE HAIR.
FORMADONT
FOR THE TEETH.
PERFUMES
are the best obtainable anywhere.

For Catalogues apply to:
HUGO C. A. FROMM;
HONGKONG.
[36-52]

EMPEROR FREDERICK SPRING.



A DELICIOUS REFRESHMENT
WHEN TAKEN PLAIN OR MIXED
WITH WHISKY, BRANDY, WINE
OR FRUIT JUICE.

For Agency apply to:
HUGO C. A. FROMM,
HONGKONG.
[36-32]

POST OFFICE NOTICE.

To-morrow being Public Holiday, the Post Office will be open from 8 to 9 a.m. in the event of the arrival of the English Mail from Europe on Wednesday, the 3rd inst. the Post Office will be open one hour for the delivery thereof. There will be one delivery of ordinary correspondence and one collection of letters from the Pillar Boxes. The Money Order Office will be entirely closed to-morrow. The *V. Ciotat*, with the *FRENCH MAIL*, is due to arrive here to-day, at noon. The *Empress of Asia*, with the *CANADIAN* and *LONDON* MAILS (via Siberia) of Tuesday and Wednesday, the 12th and 13th inst., and the *AMERICAN MAIL* ex *Tenyo Maru*, is due to arrive here to-day. The *Devonika*, with the *AMERICAN MAIL* ex *Nile*, is due to arrive here on Friday the 5th inst.

NOTICE.

Certain alterations are being made in the Boxholders Hall on the north side of the General Post Office, while these alterations are in progress the door giving access to the Boxholders, Boxes will be closed every night at 6 p.m. and opened on the following morning at 7 a.m.

SIBERIAN MAIL SERVICE.

EXTRACT FROM LETTER DATED 9TH MAY, 1914, FROM SECRETARY, GENERAL POST OFFICE, LONDON.

On and from the 1st of this month, the trans-Siberian Express Trains will leave St. Petersburg at 8.30 p.m. on Tuesdays and Fridays, and Moscow at 9.5 p.m. on Wednesdays and Saturdays.

In compliance with a request from the Russian Post Office that Mails should be forwarded from this Country for conveyance by each of the four trains referred to, it has been arranged for Mails for the Far East generally to be despatched hence on Sundays at 9.55 a.m., for conveyance via Vladivostok and Moscow; on Tuesdays and Saturdays at 2.05 p.m., for conveyance via Ostend and Moscow; and on Wednesdays at 2.05 p.m., for conveyance via Ostend and Moscow. The new arrangements commence to-day.

FOR	PER	DATE
Hongkong ...	Kwangsang ...	Tuesday, 2nd, 8.00 A.M.
Hankow and Bangkok ...	Magellan ...	Tuesday, 2nd, 9.00 A.M.
Hankow, Haiphong and Pakhoi ...	Carl Dietrichsen ...	Tuesday, 2nd, 9.00 A.M.
Swatow, Amoy and Foochow ...	Haiphong ...	Tuesday, 2nd, 10.00 A.M.
SAIGON, SEBASTIEN, CHERLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT AND EUROPE VIA MARSHALLS (Late Letters 11 to Noon, Extra postage 10 cents).		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
* Straits, and * India via Calcutta	Bookang ...	Tuesday, 2nd, 1.00 P.M.
* Straits and India via Calcutta	Gregory Apur ...	Tuesday, 2nd, 2.00 P.M.
* Japan via Keelung, Shanghai, North China, * Japan via * Victoria, B.C., and * Seattle, (Wash.)	Sado Maru ...	Tuesday, 2nd, 3.00 P.M.
(C. U. R. P. via SIBERIA)		
[To make connection with the Delay steamer leaving Shanghai on Monday, the 8th inst. at 10 a.m.]		
Philippine Islands ...	Rubi ...	Tuesday, 2nd, 3.00 P.M.
* Shanghai and * North China ...	Taming ...	Tuesday, 2nd, 3.00 P.M.
Japan via Nagasaki ...	Liangshou ...	Tuesday, 2nd, 4.00 P.M.
Japan via Yokohama ...	Tenyo Maru ...	Tuesday, 2nd, 4.00 P.M.
SHANGHAI, NORTH CHINA, AND JAPAN VIA KOREA	Tokushima Maru ...	Tuesday, 2nd, 4.00 P.M.
(EUROPE VIA SIBERIA)	V. Ciotat ...	Tuesday, 2nd, 5.00 P.M.

* Specially superscribed correspondence only.

- TO-DAY -
3 p.m.—Auction of Crown Land at Shanghai Street, Mong Kok, by Public Works Dept.

- TO-NIGHT -
8.15 p.m.—Hippodrome Circus at Causeway Bay.

- TO-MORROW -
King's Birthday—General Holiday.
Noon—The Hongkong Ice Co., Ltd., Extraordinary General Meeting, at Messrs. Jardine, Matheson & Co., Ltd.'s Offices.
Matinee at 4 p.m.—Hippodrome Circus at Causeway Bay.

FORTHCOMING EVENTS.

Thursday, 4th June—
11.50 a.m.—Hongkong Fire Insurance Co., Ltd., Extraordinary General Meeting.

11.15 a.m.—Canton Insurance Office, Ltd., Extraordinary General Meeting.
2.30 p.m.—Auction of A Valuable Collection of Antique China and Curios at Sales Rooms, by Mr. Geo. P. Lamert.

Friday, 5th June—
2.30 p.m.—Auction of A Valuable Collection of Antique China and Curios at Sales Rooms, by Mr. Geo. P. Lamert.

Saturday, 6th June—
2.30 p.m.—Auction of A Valuable Collection of Antique China and Curios at Sales Rooms, by Mr. Geo. P. Lamert.

Saturday, 4th July—
8.30 p.m.—The Victoria Printing Press, Ltd., Meeting of the Creditors.

COMMERCIAL

CLOSING QUOTATIONS.

On LONDON—	May 30th
Telegraphic Transfer	1/10 1/2
Bank Bills, on demand	1/11
Bank Bills, at 30 days' sight	1/11 1/2
Bank Bills, at 4 months' sight	1/11 1/2
Credit, at 4 months' sight	1/11 1/2
Documentary Bills 4 months' sight	1/11 1/2
On PARIS—	
Bank Bills, on demand	24 1/2
Credit, at 4 months' sight	24 1/2
On CANTON—	
On demand	196 1/2
On NEW YORK—	
Bank Bills, on demand	46 1/2
Credit, at 60 days' sight	47 1/2
On BOMBAY—	
Telegraphic Transfer	143 1/2
Bank, on demand	143 1/2
On CALCUTTA—	
Telegraphic Transfer	143 1/2
Bank, on demand	143 1/2
On SHANGHAI—	
Bank, at sight	7 1/2
Trials, 30 days' sight	7 1/2
On YOKOHAMA—	
On demand	9 1/2
On MANILA—	
On demand—Pesos	93 1/2
On SINGAPORE—	
On demand	82 1/2
On BATAVIA—	
On demand	115 1/2
On HAIPHONG—	
On demand	nom.
On SAIGON—	
On demand	nom.
On BANGKOK—	
On demand	80 1/2
SOVEREIGNS, Bank's Buying Rate	\$10.35
GOLD LEAF, 100 fine, per tola	\$54.40
BANK SILVER, per oz.	25 1/2
SUBSIDIARY COINS.	
Hongkong, 20 cents pieces	per cent. \$ 8.50 discount.
Hongkong, 10 " "	\$ 9.85 " "

MAILS VIA SIBERIA.

London ... Due May 25th.
May 8th.

ASK SPECIALLY FOR

MACKIE'S



WHISKY.

LANE, CRAWFORD & CO.,

SOLE AGENTS.

SHARE LIST—QUOTATIONS.

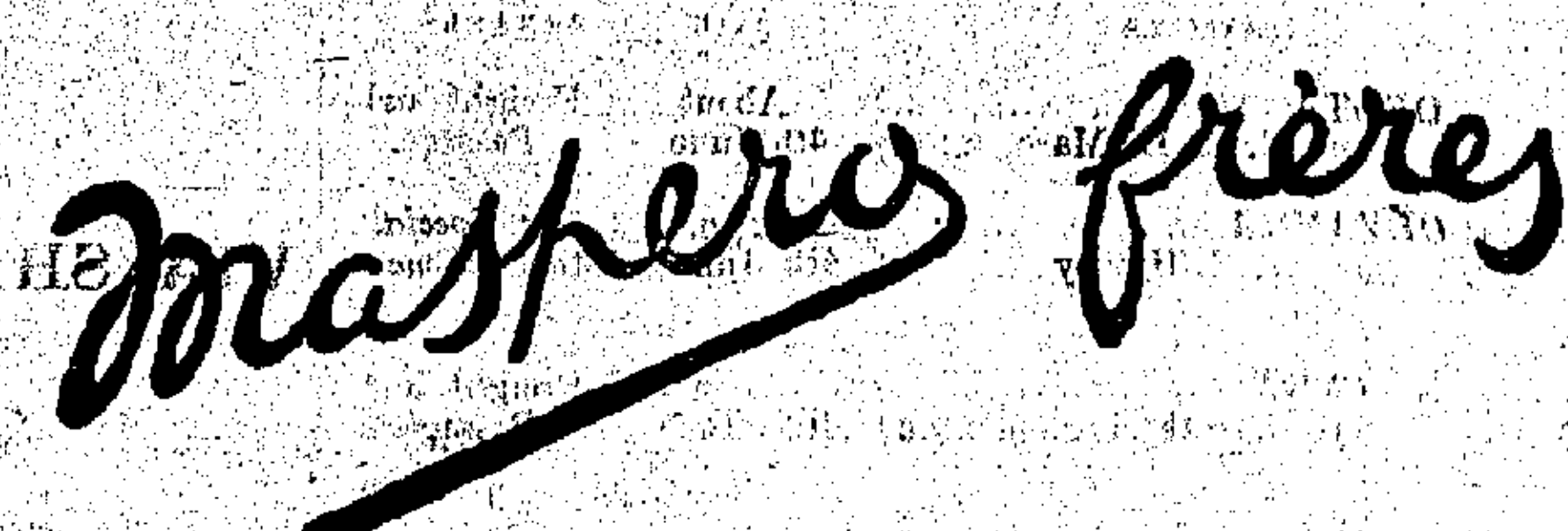
HONGKONG, 30TH MAY, 1914.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125 all	\$810, sellers		5 1/2 p.c.
China Bank Corporation, Limited	60,000	\$12 all	\$12, sellers		8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5 all	\$4.10, sellers		
China Provident Loan and Mortgage Co., Ltd.	50,000	\$1 all	\$9 1/2, sellers		7 1/2 p.c.
COTTON MILLS.—					
Ever Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50 all	Tls. 121, buyers		
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10 all	\$8		
Dairy Farm Company, Limited	40,000	\$7 1/2 all	\$40, sellers		5 p.c.
DOCKS AND WHARVES.—					
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50 all	\$83 1/2, buy, \$84		5 p.c.
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50 all	\$67, sellers		3 p.c.
New Amoy Dock Co., Limited	10,000	\$6 1/2 all	\$8 1/2		7 1/2 p.c.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100 all	Tls. 57		
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100 all	Tls. 97 1/2, buyers		
Green Island Cement Co., Limited	400,000	\$10 all	\$6, sellers		
Hongkong Electric Co., Limited	60,000	\$10 all	\$40, buyers		4 p.c.
Hongkong Hotel Company Limited	20,000	\$50 all	\$12 1/2		5 p.c.
Manila Metropolitan Hotel, Limited	15,000	Pa. 10 all	\$68, sellers		
Hongkong Ice Company, Limited	5,000	\$25 all	\$19 1/2, buyers		5 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10 all	\$23, buyers		9 1/2 p.c.
Hongkong & South China Steam Fishery Co., Ltd.	15,000	\$5 all	\$2		
Hongkong Steel Foundry Co., Ltd.	15,000	\$10 all	\$10		
Hongkong Tramway Co., Ltd.	325,000	\$1 all	9/6		
INSURANCE.—					
Canton Insurance Office Co., Limited	10,000	\$250 all	\$310, sellers		6 p.c.
China Fire Insurance Co., Limited	20,000	\$100 all	\$148, buyers		6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250 all	\$375, buyers		7 1/2 p.c.
North China Insurance Co., Limited	10,000	\$15 all	Tls. 140		
Union Insurance Society, Limited	12,400	\$250 all	\$775, buyers		6 1/2 p.c.
Yankee Insurance Association, Ltd.	12,000	\$100 all	\$194, ex 73		
LANDS AND BUILDINGS.—					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100 all	\$112, buyers		6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100 all	\$75		
Hongkong & Whampoa Dock Co., Ltd.	150,000	\$10 all	\$7 1/2, buyers		5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50 all	\$30		7 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50 all	Tls. 90, buyers		
West Point Building Co., Limited	12,500	\$50 all	\$7 1/2, buyers		5 1/2 p.c.
Manitoba Land Co., Ltd.	25,000	Gds. 10 all	Tls. 57		
MISCELLANEOUS.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1 all	\$8 1/2, sellers		
Hongkong Tin and Rubber Works, Ltd.	8,000	\$1 all	\$5		
South Australia Gold Mining Co., Ltd.	200,000	\$1 all	\$5, sellers		
Tanah Melayu, Limited	160,000	\$1 all	\$2 1/2, sellers		
Peak Tramway Co., Limited	25,000	\$10 all	\$0.85, x div. sel.		7 1/2 p.c.
Philippine Co., Limited	75,000	\$10 all	\$5		
Pulp and Paper Co. of the Tonkin Society	13,200	\$20 all	\$20, sellers		
REFINING.—					
China Sugar Refining Co., Limited	20,000	\$100 all	\$78, buyers		3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100 all	\$28		
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$5 all	\$3, buyers		5 p.c.
Donkey Steamship Co., Limited	20,000	\$50 all	\$50, sellers		7 1/2 p.c.
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15 all	\$2 1/2, buyers		6 p.c.
Indo-China Steam Navigation Co., Ltd.	60,000	\$25 all	\$2 1/2, buyers		5 1/2 p.c.
Shell Transport & Trading Co., Ltd.	2,500,000	\$1 all	\$16 1/2, x div. sel.		
Star Ferry Company, Limited	40,000	\$10 all	\$20		
North China Morning Post, Limited	6,000	\$25 all	\$4 1/2, buyers		
Steam Landry Company, Limited	20,000	\$5 all	\$5		
STOCKS AND DISCOUNTS.—					
Powell, Wm., Limited	15,000	\$7 all	\$3 1/2, x div. sellers		4 p.c.
Wong & Co., A. S., Limited	30,000	\$10 all	\$20, sellers		5 1/2 p.c.
Union Waterboat Co., Limited	50,000	\$10 all			

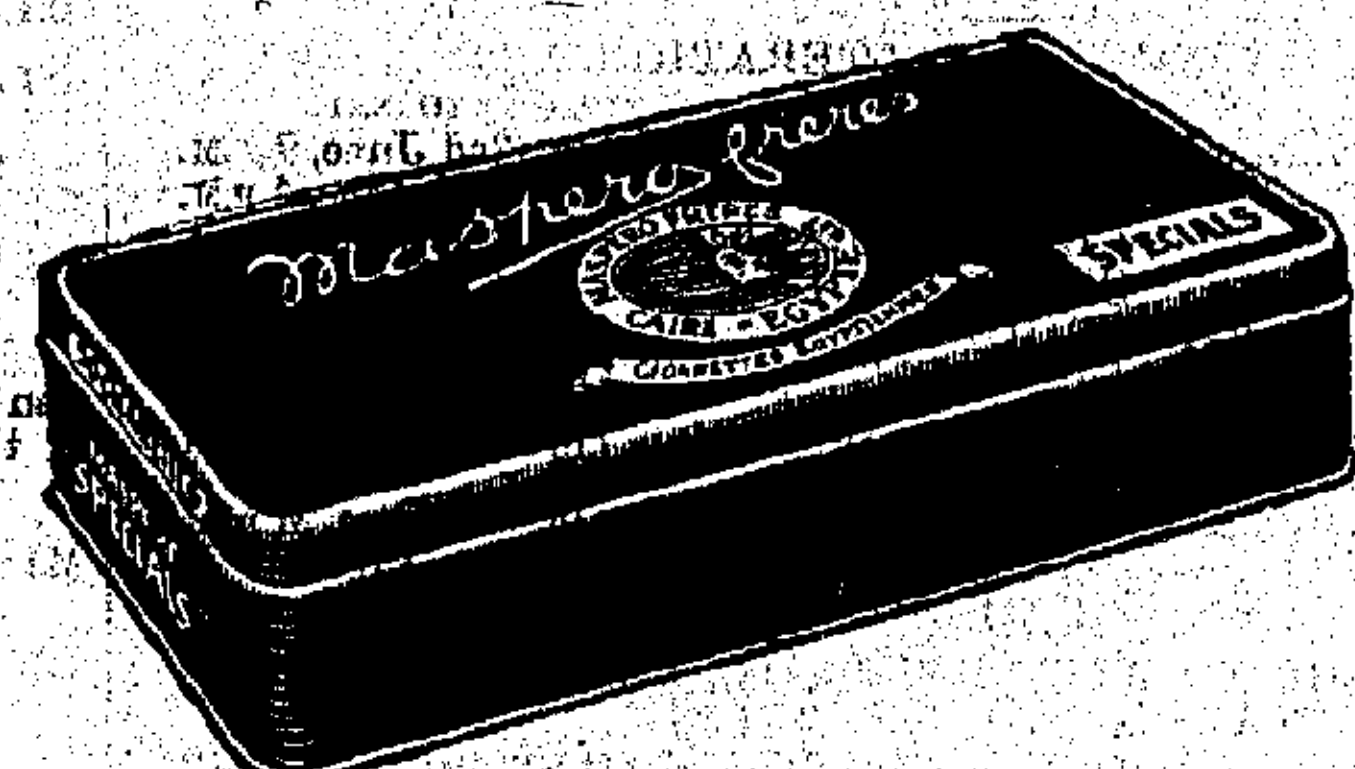
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200.	Tls. 250	7% p. annum	Par.

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